

EMBASSY GRAND PRIX BRISTOL



JUNE 5th and 6th, 1976
Souvenir programme 20p

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REMEMBER POWER BOAT RACING IS A DANGEROUS SPORT. PLEASE DO NOT GO BEYOND THE BARRIERS WHICH ARE FOR YOUR SAFETY.

Cover Picture: *The Start of a Formula 1 Race at the 1975 Embassy Grand Prix.*

WELCOME TO THE EMBASSY GRAND PRIX

This year the Embassy Grand Prix becomes Europe's richest circuit power boat meeting and with a total prize list of over £1,650 firmly establishes itself as Europe's top event.

W.D. & H.O. Wills extend a warm welcome to the drivers, works team and press from home and abroad whose continued attendance has helped to make this a truly international event.

Once again, competitors will be joined by vast numbers of spectators whose presence helps to lift the drivers and provide a sense of occasion unique to the Embassy Grand Prix.

BIENVENUE AU GRAND PRIX EMBASSY

Cette année le grand prix Embassy sera la compétition de course de hors-bords la meilleure d'Europe et sa liste totale des prix qui atteind plus de 1,650 £ fait qu'elle est la rencontre la plus importante d'Europe.

W.D. & H.O. Wills présentent un accueil chaleureux aux pilotes, à leurs équipes et à la presse, qu'ils viennent de Grande-Bretagne ou du reste du monde et leur participation jamais démentie a fait que cette épreuve est devenue une rencontre de renommée internationale authentique.

Une fois de plus les concurrents seront rejoints par un nombre considérable de spectateurs dont la présence encourage les pilotes et fait du Grand Prix Embassy un événement unique.



The old and the new. Peter Thorneywork races past Brunel's great iron ship the S.S. Great Britain at last years Grand Prix.

BENVENUTI AL GRAND PRIX EMBASSY

Quest'anno, il Grand Prix Embassy sarà il più ricco circuito per competizioni motonautiche d'Europa; poiché il totale dei premi supera 1650 sterline, questo sarà senza dubbio l'evento più importante.

La W.D. & H.O. Wills esprime un cordiale benvenuto ai competitori, all'organico di meccanici ed ai rappresentanti della stampa nazionale ed estera, la cui costante partecipazione ha contribuito al carattere genuinamente internazionale dell'evento.

Anche in questa circostanza è prevista la partecipazione di un folto pubblico la cui presenza, oltre a creare l'ambiente agonistico per i guidatori, fornisce in pari tempo l'atmosfera a carattere esclusivo, tipica del Grand Prix Embassy.

WELKOM IN EMBASSY GRAND PRIX

Deze jaar wordt de Embassy Grand Prix Europas rijkste motorbootontmoeting en met een totale prijslijst van meer dan £1.650 heeft zij zich als Europas topgebeurtenis gevestigd.

W.D. & H.O. Wills heten hartelijk welkom aan de chauffeurs, de teams en de pers uit Nederland en uit de buitenland, wiens onafgebroken aanwezigheid heeft geholpen om dit een werkelijk internationale gebeurtenis te maken.

De deelnemers zullen nog eens door groten getale van toeschouwers worden gevolgd, wiens aanwezigheid helpt om de chauffeurs te aanmoedigen en geeft een gelegenheidsgevoel, die uniek is voor de Embassy Grand Prix.

EUROPEAN CHAMPIONSHIPS AT BRISTOL

The Races

This year the Embassy Grand Prix will feature two European Championship events; the British heat of the European ON Endurance Championship and the staging of the European OI Sprint Championship.

Prize money for all classes totals over £1,650 making the Embassy Grand Prix Europe's richest circuit powerboat meeting.

The ON Endurance Championship for boats with outboard engines between 1,500 - 2,000 cc (competing in Formula I) will be decided upon a driver's best four results at the following events:

Britain	—	Embassy Grand Prix, Bristol June 5th and 6th.
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Holland	—	Rotterdam, June 19th/20th.
Yugoslavia	—	Maribor, June 26th/27th.
Italy	—	Casale Monserrato, July 4th.
France	—	Evian, August 1st.
West Germany	—	Berlin, October 16th/17th.

The European OI Sprint Championship for boats between 1,000 - 1,500 cc racing in Formula OI will be decided over four 20 km. heats at this weekend. Placings being decided on the total points gained by a driver in the best three of his four races.

The Points

Points at both these Championships will be awarded by a system known as "400 points reducing 25%", that is, first place 400 points, second 300 points, third 225 points, down to one point for twentieth place.

The Drivers

Both European Championships promise to be hard fought affairs. In ON the European Endurance Champion Bob Spalding will be taking the first step to retaining his crown as well as the Embassy Grand Prix which he also won in 1975. He will be opposed by the world's best drivers including Formula I World Champion Cees Van Der Velden of Holland.

Apart from Spalding there will be a strong British challenge including Tom Percival, runner-up in Bristol in 1975 and the lap record holder Peter Thorneywork.

In OI the hot favourite must be World Champion Andre Dierckx of Belgium.

In a Class of their own

At first sight the letters and numbers denoting the various classes and formulae can present a bewildering array of incomprehension. Given below is our guide to the class structure which we hope will make the following of all the races easier and thereby increase your enjoyment.

There are eight classes of boat competing today and they have been divided into four formulae based on engine size.

The class letters refer firstly to the type of boat, and secondly to the size of engine. The letters denoting the type of boat are O, S and N.

O = Open. Boats with no restriction on design, size or configuration. These tend to be specialist racing craft and are usually catamarans.

S = Sports Boat. Boats with no restriction on configuration but must conform to restrictions on length, width, size of cockpit and depth. As in the open class, it can be a monohull, cat and so on. They are bought off the peg as opposed to the specialist craft in the O class.

N = National. A class of purely British boats. They have to be monohulls powered by a production engine and are powerboating's equivalent to the mass produced motor car.

All the above classes have an outboard engine, that is an engine bolted to the back of the boat.

The engine size is shown by the second letter and is as follows:—

OZ	—	2,000 cc upwards
ON	—	1,500 cc - 2,000 cc
OI	—	1,000 cc - 1,500 cc
OE)	—	700 cc - 850 cc
SE)	—	700 cc - 850 cc
SD	—	600 cc - 700 cc
NF	—	750 cc - 850 cc
NE	—	550 cc - 750 cc

The ON and OZ classes make up the entries for Formula I. OI drivers that have been selected for the European OI Sprint Championships will have their own OI formula. Formula II is made up of the OE class as well as any OI's not competing in the above. The Formula III sport consists of the SE and SD classes with NE and NF making up the purely national Formula IIN.

Shoulder to Shoulder



Alone on the Course

Two contrasting views of the 1975 Embassy Grand Prix. The top picture shows a start of a Formula II race as drivers strive to get that all important early lead.

This is contrasted opposite by Boat No. 101 piloted by David Hutchings of Bristol, seemingly having the docks to himself during a Formula IIN race.



Record Number of Drivers Head for Bristol



Cees Van Der Velden



Bob Spalding



Renato Molinari



Bill Brown



Andre Dierckx



Hans Pelster



Roger Jenkins



Bella Covill

Entry lists for the Embassy Grand Prix were closed in the middle of May with a record entry having been received of over 80 drivers. This includes three world champions, all shown above. In Formula I there is ON World Champion for the last three years Cees Van Der Velden, the 34 year old Flying Dutchman who would love to win the Embassy Grand Prix, the only major crown to still elude him.

Andre Dierckx retained his World OI Championship in Cardiff also for the third time, in 1975 and will be strong favourite to win the OI European Sprint Championships. He will be hard pressed by World OI runner-up Hans Pelster of Holland.

Both Dierckx and Pelster will also be racing in Formula I in the unlimited OZ class. This is the first time OZ's have been allowed into Bristol and both will be racing Cougars powered by a 2.5 litre Evinrude.

The third world champion is Roger Jenkins (35) of Risca who won the World OE Championship in both 1974 and 1975.

Making a welcome return to Bristol is Italian ace Renato Molinari who won the Embassy Grand Prix in 1973 with American Bob Hering. Molinari, a great favourite with the Bristol crowds, is chief boat designer for the Mercury team and will be racing his Molinari powered by a Mercury T3.

There will, as always, be a strong British challenge in Formula I. Defending champion Bob Spalding (35) from Ipswich will be keen to repeat his 1975 success and his team-mate Tom Percival, runner-up last year, will be attempting to go one better. Bill Brown will try to break the Johnson, Evinrude, Mercury, domination with his Ford Cosworth powered catamaran which ran superbly last year to finish a very creditable fifth.

The only woman in the race and making her second appearance at Bristol in Formula IIN is Bella Covill 'chief cook and bottle washer' for her family of three and husband Tony who also competes in Formula IIN.

The remaining driver defending an Embassy title is Richard Dewhurst a 27 year old Liverpoolian who will be attempting to make it a hat-trick of wins in NF.

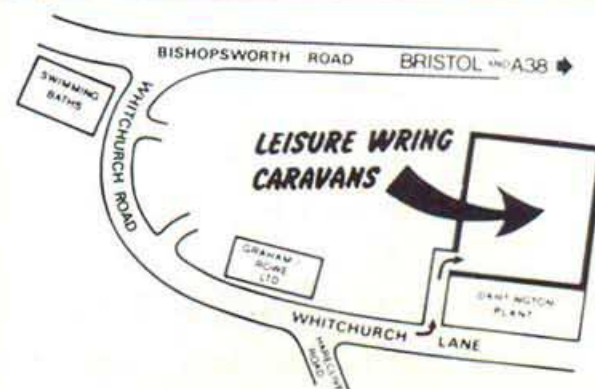
Bristol's Fred Oram will be competing in the OI European sprint championships, in his second year in Formula OI.

TOWING AND TRANSPORTING
ANY DISTANCE

Leisure Wring Caravans

WHITCHURCH LANE, BISHOPSWORTH
BRISTOL BS13 7UE
(Bishopsworth end of Whitchurch Lane)

Telephone: 664882



A Drivers Eye View of the Embassy Grand Prix

Peter Thorneywork has competed in every Embassy Grand Prix, first as a private entrant and now as a Johnson works driver. He holds the Bristol lap record, having covered the 3 km course at an average speed of 85.78 m.p.h. during the 1975 race. He is, therefore, well qualified to talk about the Embassy Grand Prix from a drivers point of view. Extracts from a conversation held with Programme Editor, Paul Rabbitts, are given below.

Being World Champion is my number one aim. After that I want to win Bristol. I was an Embassy driver for three years so this always seems my home event. The atmosphere is unlike any other race and the walk to the pits through the crowds is marvellous, it really lifts you, and Bristol is certainly the most difficult and demanding course in the international power boat calendar. Apart from the two turns there are two bends, unlike the straight up and down of most circuits and there are always the ever present, very high and very hard, dock walls.

I arrived in Bristol on Thursday with my stronger marathon boat which I need for the rougher water one experiences at the Embassy Grand Prix.

PREPARATION

I spent last week at the Johnson Factory in Bruges, Belgium, as I do before any international event. We have a four mile canal outside the factory and we work a very demanding 14 hours a day testing. As the canal is straight, we can reach very high speeds; in excess of 120 m.p.h. which is fine as long as you avoid the barges which use the canal.

To compete at this level means a great commitment in time which with my own business to run can be difficult. This also means that during the race season I see very little of my wife and young son.

The factory send three mechanics with me and they are the only ones allowed to lift the engine cover and work on the motor. I also have two dedicated friends, Guy Marshall and John Harding-Smith, who assist with the loading, unloading and a thousand and one other jobs that have to be done and I really do owe them both an awful lot.

I always watch the race prior to my event to look at the water. Unlike a race track, the water is different every lap. I am tense but not worried, I know the risks, but just check everything over and over in my mind. As long as I feel everything that can be done has been, I am happy. I don't feel the need to shut myself in a corner or not talk to anybody.

THE 1975 RACE

At Bristol, being a tight narrow circuit, you need a good start so it helps to have a draw that is as near Prince Street Bridge as possible. Last year on the Saturday I was at the other end and if you look at the course you can see there is further to travel to the right hand bend. In 1975 I got to the bend just behind Bob Hering who had a better draw. He was able to keep a straight line and consequently shut the gate on me, so I either had to ease off or climb the wall. Not surprisingly, I eased off



and I never got near him for the rest of the day. The first lap is chaotic because everybody is screaming at up to 100 mph to the bottom turning buoy. That is a good reason for being in front away from the melee.

It is very difficult to plan Bristol, it is pointless pushing the engine to the limit on Saturday as it may blow up. Then again, if someone is well in front, you don't want to be too far behind at the end of the first hour and a half. I like to be within one lap of the leader on Saturday night.

Last year Hering streaked away and I had a tremendous duel with Bob Spalding for second place. He almost caught me and broke my lap record in the process but I held on and took the lap record back. I was conscious that it was a tremendous dice but little else. When you are racing, your mind is completely occupied and even when you are alone on the course there is no time to think about the weather or enjoy the view.

Overnight last year, after finishing second, we realised that if Hering did not blow up, and he is noted for his reliability, we could not catch him. The Johnson team then had to decide whether to 'tweak' the motor. We agreed that we should and needless to say Hering pulled out with fuel problems after a few laps and I blew up, leaving Bob Spalding the winner. If we hadn't tweaked, who knows; you certainly pays your money and takes your choice.

Of course, any race has risks but you do everything possible to eliminate them. Flipping the boat is always a problem and occurs when you try and get that little extra speed, leaving less and less of the sponson touching the water, so you really are flying until you overdo it, and then you are in the water.

It really is wonderful to finish any race, particularly Bristol, which is a real bone shaker, having to hang on to the wheel for 90 minutes each day. To win is a most marvellous and incredible feeling and to me you are either first or nowhere, I don't feel there are any prizes for being second.

I know that the boat, engine and Peter Thorneywork will be as right as we can make them but I need that little bit of luck to keep in front of everybody else for three hours. I think I should warn the people of Bristol that if I win it will be some party Sunday night.

PAST WINNERS

	Class	Formula	Driver	Country	Boat	Engine	Av. Speed
1972	SE		R. Jenkins/S. Fleming	GB	Cougar	Evinrude	49.43
	OF		J. Masurier	France	Clerici	Carniti	51.67
	NE		R. Morelli	Eire	Morelli	Mercury	46.30
	NF		T. Morelli	Eire	Morelli	Carniti	44.46
	OI		A. Dierckx	Belgium	Shakespeare	Evinrude	57.01
	ON		J. Beard	GB	Cougar	Evinrude	65.80
1973	NE	IIIN	R. Elliot	GB	Bristol	Mercury	47.58
	NF	IIIN	P. Wilde	GB	Bristol	Mercury	47.60
	SE	III	R. Ramsey	GB	Clayton	Mercury	51.34
	OF	III	L. Del'Oro	Italy	Clerici	Carniti	53.50
	OI	II	J. Raymakers	Holland	Molinari	Mercury	65.29
	ON	I	R. Molinari/R. Hering	Italy/USA	Molinari	Mercury	72.63
1974	SD	IIIN	T. Covill	GB	Bristol	Penta	
	NE	IIIN	B. Timson	GB	Bristol	Mercury	48.91
	NF	IIIN	R. Dewhurst	GB	Morelli	Mercury	50.93
	SE	III	N. Cripps	GB	Scimitar	Johnson	59.68
	OE	II	T. Williams	GB	Miles	Mercury	64.55
	OI	II	F. Oram	GB	Cougar	Mercury	68.75
	ON	I	C. Scotti	Italy	Scotti	Evinrude	76.38
1975	SD	IIIN	P. Wilde	GB	Fugitive	Volvo-Penta	51.09
	NE	IIIN	D. Bewick	GB	Bristol	Mercury	47.89
	NF	IIIN	R. Dewhurst	GB	Morelli	Mercury	54.54
	SE	III	R. Jenkins	GB	Burgess	Johnson	61.20
	OE	II	A. Panzieri	Italy	Molinari	Mercury	67.41
	OI	II	A. Dierckx	Belgium	Cougar	Evinrude	71.63
	R3	I	B. Brown	GB	Burgess Miles	Cosworth	65.25
	ON	I	B. Spalding	GB	Molinari	Mercury	81.34
Lap record							
	ON	I	P. Thorneywork	GB	Cougar	Johnson	85.78

The Prizes

The prize presentation ceremony at the Holiday Inn on Sunday night is a chance to relax and unwind from the tension of the weekend.

At the presentation ceremony the drivers come up to receive not only their prizes but the applause and congratulation of their colleagues.

W.D. & H.O. Wills, as sponsors, present trophies down to sixth place for the ON, OI, OE and SE classes with Lombard North Central presenting trophies for the SD, NE and NF classes. For the winners of the Formula II OI European Sprint Championship there will be gilt silver and bronze medals presented for first, second and third respectively.

The prize money is split as follows:—

Formula 1	First	£250
	Second	£150
	Third	£100
Formula OI	First	£125
	Second	£75
	Third	£25

Formula II (OE).	First	£100
	Second	£50
	Third	£25
Formula II (OI) Formula III (SE). (Sport)	First	£25
	First	£125
	Second	£100
	Third	£50
(SD) Formula IIIIN (NE)	Fourth	£25
	First	£25
	First	£100
	Second	£75
Formula IIIIN (NF)	Third	£50
	Fourth	£25
	First	£75
	Second	£50
	Third	£25

In addition, there are daily formula prizes in Formulae I, III and IIIIN. The trophies are donated by the Unicorn Hotel in Formula I, Dragonara Hotel in Formula III and the Holiday Inn and Boat News in Formula IIIIN.

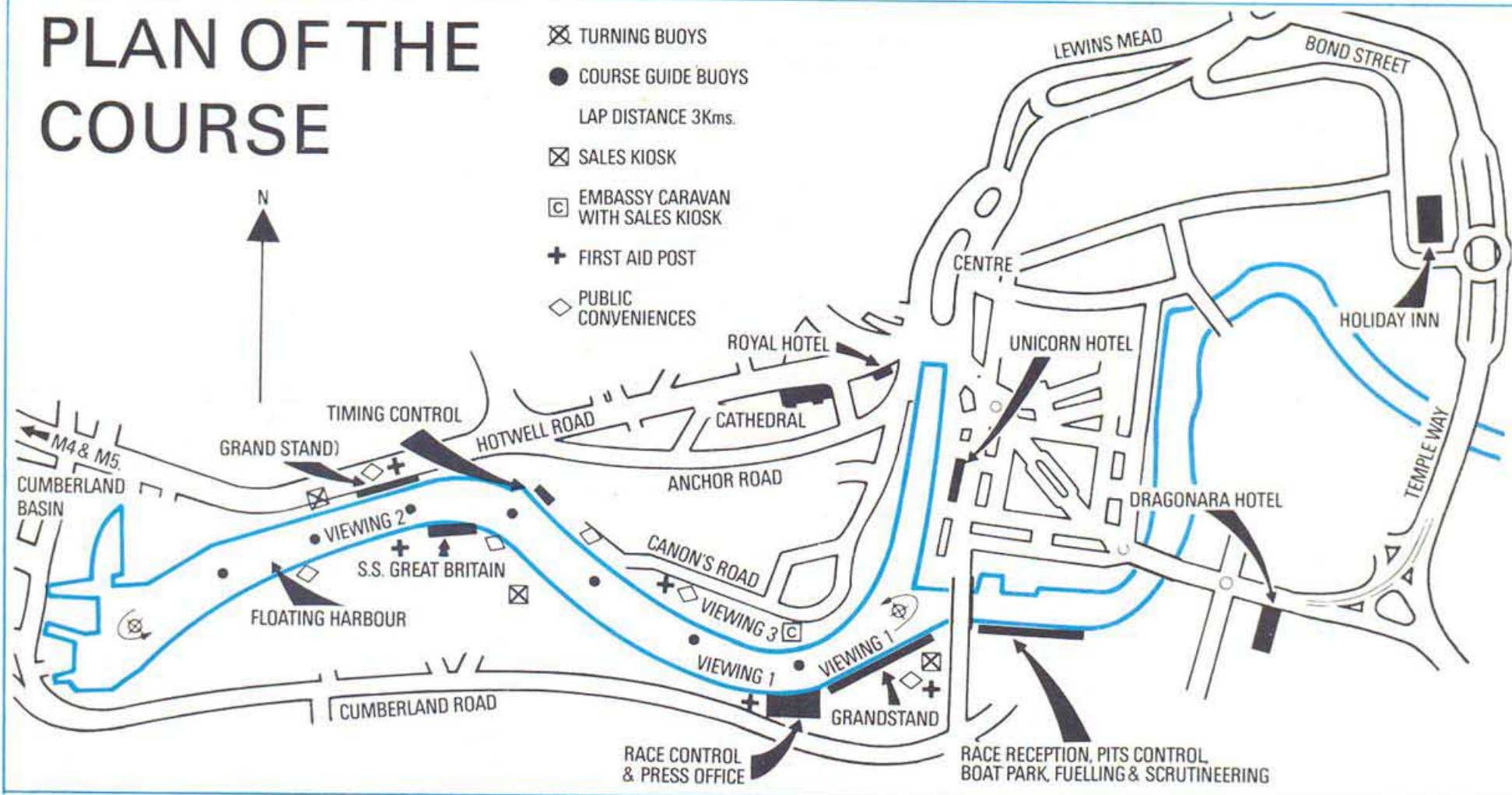
There are also concours d'Elegance prizes presented by W.D. & H.O. Wills for the best turned out boat in Formulae I, II and III and by Lombard North Central in Formula IIIIN.

Finally, there are special awards presented by Strand Glass with the organisers holding several prizes in reserve for particularly meritorious efforts during the weekend or genuine hard-luck stories.

RACE TIMETABLE

Time	Formula	Class
11.30 – 12.10	IIIN	NE, NF
12.30 – 12.50	OI (European Championship)	OI
13.05 – 13.50	III Sport	SE, SD
13.50 – 14.50	Main Interval (Saturday only)	
13.50 – 14.50	Embassy Paddleboat Race (Sunday only)	
14.50 – 16.20	I	ON, OZ
16.40 – 17.00	OI (European Championship)	OI
17.10 – 18.00	II	OI, OE

PLAN OF THE COURSE



Welcome to Bristol Docks, one of the world's most dramatic settings for a powerboat race.

The course plan (above) shows the best vantage points which, apart from the grandstands, are free. This year the grandstands will seat 1,500 people in two stands.

Once again Ray Bulman, Daily Telegraph powerboat correspondent, and Bob Brister will be doing the race commentary and this year they will be led by top BBC man Murray Walker.

Murray Walker, shown right, is the voice behind the BBC's television coverage of motor racing, a dedicated motor sporting enthusiast with a wealth of broadcasting experience that stretches back to not long after the last war. Despite his long involvement, Murray remains an amateur, although: "Broadcasting is wholly a hobby as far as I am concerned. Advertising is my business. I broadcast because I like doing it. I get the best seat in the place in return for which all I have to do is talk about – which I enjoy anyway."

Murray was born in Birmingham in 1923. He spent his childhood being carted around Europe by his father Graham Walker, one of the greatest motorcyclists of all time. He followed his father into radio broadcasting in 1949.

In that year he also made his first television commentary when television outside broadcasts were in their infancy.

With this experienced commentary team spectators can be assured of being kept fully in touch with the action.



EMBASSY GRAND PRIX BRISTOL

Race Officials

Management Committee:—

C.E. Sheppard, Cotswold Motor Boat Racing Club.
P.J. Dyke, W.D. & H.O. Wills.
J.G. Burrows, W.D. & H.O. Wills.
P.F. Hatherell, W.D. & H.O. Wills.
Captain F.A. Hobart, Bristol Docks Master.
Miss C.F. Wooles, Bristol District Council.
B.R. Osborne, Bristol District Council.
Miss P. Sheppard, (Committee Secretary).
Officials of the C.M.B.R.C. & W.D. & H.O. Wills.

Race Committee:—

Race Officials:—

Race Chairman and Officer of the Day

C.E. Sheppard.

Event Co-ordinator

P.F. Hatherell (W.D. & H.O. Wills).

Assistant Officer of the Day

D. Thomson (Commodore) (Course Safety and Control).

Assistant Officer of the Day

P. Moxey (Pits & Technical Services).

Race Secretary

Mrs. A. Holden.

C.M.B.R.C. Personnel Officer

A. Parsons.

Chief Timekeeper

Flt. Lt. E.W. Jerrum R.A.F. Retd.

Chief Scrutineer

D. Coe (R.Y.A. Measurer).

Chief Rescue Officer

D. Dyke.

Chief Diving Officer

R. Conibere (Bristol Branch of the British Sub-Aqua Club).

Senior Medical Officer

Dr. R.B. Goffin.

U.I.M. Observer

J. Mowet.

R.Y.A. Observer

R. Trevellick.

International Liaison Officer

Miss P. Sheppard.

Race Commentators

M. Walker: R. Bulman: R. Brister.

Medical Facilities

Members of the St. John Ambulance Brigade.

Communications Officer

G. Cornish.

Programme Editor

P. Rabbitts, W.D. & H.O. Wills.

Race Jury

C.M.B.R.C. Officials and one Delegate from each
Competing Country.

W.D.&H.O. WILLS



A FUNNY THING HAPPENED . . .

by
Charlie Sheppard

Of all high-speed motorised sports, power boat racing, such as you see in Bristol, is probably the most unpredictable and demands the utmost in skill and courage from all those taking part.

Without detracting one iota from the respect which surrounds these speedmen, however, I would like to pay tribute to the many people, men and women, who form the team from the Cotswold Motor Boat Racing Club who organise and control this event.

But the ones for whom I hold the greatest admiration are the lads from the CMBRC and the Chasewater Power Boat Club, who man the rescue boats. They together with the divers from the Bristol Sub-Aqua Club are out there, on and very often in the water and closer than any of us to physical contact with the speeding pack.

The Lighter Side

However, much has been said and written about the organisation and planning of the Embassy Grand Prix so I feel we should now be generous enough to reveal some of the silly things which, although they seemed serious enough at the time, we now laugh about.

Caught With Their Trousers Down

Probably the best story of them all is when the time-keeping staff (mostly females) enjoyed the use of the toilets at a petrol station opposite timing control on Hotwells Road. One year we were running behind schedule and decided at race control to shorten the main interval. In the excitement nobody informed timing control where the female staff, 18 in number, were taking their turn across the road. When Jerry the Chief Time Keeper heard the boats roar away from Princes Street, he dashed across to the garage to recall them and I understand that in their panic some were seen threading their way through the traffic whilst yanking up their unmentionables and at the same time endeavouring to memorise the numbers on the boats they could see.

Is a Little Tight, Yes?

The Italian team came over for the first Embassy in 1972. I was just coming ashore at Princes Street on the Thursday evening before the race as a car stopped on the bridge. I hurried across to greet them; Carlo Rasini, Carlo Bodega, Giorgio and Renato Molinari. After welcoming them to Bristol, Renato the absolute maestro of the circuits looked across that narrow stretch of water and said, "we drive up that way?" I replied "that's right". "And which way do we come back?" he asked quite seriously. "The same way" I said adding "it's a bit wider round the corner." After a rather pregnant pause, during which I had visions of him jumping into his car and returning to Italy he said with a grin, "is a little tight, yes? - but OK". I breathed again.

You Can't Come In 'ere

Then in 1973 there was the immaculately dressed little Japanese gentleman who approached me as I left the pits on the Saturday.

He was obviously very worried and no doubt my peaked cap assured him I must be an official. "Sir, Please I have arrived from Tokyo to report on race for Japanese paper and I am told I must have pass for pits, can I please buy same?". That was one problem quickly solved.

There are so many stories I could tell, but I think that very popular racing driver from America, Jimbo McConnell, summed up the Embassy Grand Prix pretty well on his first visit here in 1973.

After watching the crowds thronging over the bridge to pack along the dock walls and being fully involved himself in the pits activity, he turned to me and drawled "it sure has got atmosphere."

WITH A LITTLE HELP FROM OUR FRIENDS

An event like the Embassy Grand Prix does not just happen. W.D. & H.O. Wills, the sponsors, employ contractors to do 101 jobs and the other 1001 jobs get done with a little help from our friends. The volunteers from a wide variety of clubs and organisations.

The Race Officials, the men making things happen in the pits and on the circuit, are drawn from the principal organising body, the Cotswold Motor Boat Racing Club. (Shown below are members of the CMBRC Race Committee).

Formed 15 years ago, the CMBRC now runs its own lake at Fairford and has a membership of 200 drawn from the Midlands, West of England and South Wales.

New members, racing and non-racing, are welcome and enquiries should be made to the Secretary, Mrs. Audrey Houlden, 22 Alveston Road, Hollywood, Birmingham, B47 5LD (Tel. 021-430-5758).

Bristol Cabot Cruising Club assist in race-course preparation and laying two pontoons. One serves as a start line and the other protects the S.S. Great Britain. Their headquarters are to be found in the John Sebastian moored in Bathurst Basin.

Bristol Power Boat and Ski Club members work on the dockside acting as crowd marshals and assisting the police. New members are always welcome and if anybody wishes to know more about the club, telephone Roger Hampson, Pilning 2665.

The club's greatest problems, however, is water suitable for skiing. If anybody knows of any available water Roger Hampson would like to hear from you.

BP Oil supply the petrol free of charge for this event.

The Bristol Sub-Aqua Club part of the police emergency call-out team man the rescue boats and the recovery.

The divers rescue any drivers in trouble, help to recover water-logged boats and dive into the murky depths in search of parts from crashed boats.

Help also comes from the Avon and Somerset Constabulary, Avon and Somerset Fire Brigade, Bristol Boats Limited, Bristol Boating Centre, British Olivetti, Chasewater Power Boat Club, Bristol City Council, Avon County Council, Golden Wonder Crisps, Courage (Western) Limited, Duckhams Oils Limited, Osprey Rescue Team, Port of Bristol Authority, 3M Copiers Limited, St. John Ambulance, Sparrows Cranes, Turner Edwards Limited, Royal Order of Moose (Liberty Lodge), Charles Hill and Sons Limited, Canon's Marsh Tobacco Bonds Limited, S.S. Great Britain, Ford and Canning (1947) Limited, Mallinson and Denny (Western) Limited, Bambergers Timber and Plywood Limited, Osborn and Wallis Limited, Howes and Company (Timber) Limited.

The inflatable boats and engines as used in the push ball contest are kindly loaned by South Western Factors of Poole, Dorset.

The programmes are being sold by members of the Bristol Endeavour group. The aim of Endeavour is to help young people to help themselves. As well as the more strenuous pursuits such as canoeing, fell walking and camping, Endeavour also involves itself in group projects for the good of the community. Anybody wishing to receive further information should contact Dave James, 13, Ashleigh Crescent, Yatton, BS19 4DF. Telephone: Yatton 832536.



THE TURNING POINT



Much of the spectacle of the Embassy Grand Prix is provided at the two turning buoys at each end of the course.

The top picture shows Bob Andrews No. 87 being hotly pursued by Formula 111N runner-up Dave Bewick.

Opposite Formula 2 driver Danny McCooke of Northern Ireland turns hard in a cloud of spray before heading back down the course.



COMPETITORS

Formula I (1,500 c.c. upwards)

No.	Driver	Class	Club	Boat Name	Boat Make	Motor	Distance Covered			Position
							Day 1	Day 2	Total	
1	Bob Spalding	ON	G.B.	John Player Special	Molinari	Mercury				
2	Neil Gregg	ON	G.B.	Sir-Ducer	Cougar	Johnson				
3	Victor Hiscock	ON	G.B.	Kite IV	Peveerelle	Johnson				
4	Cees v.d. Velden	ON	Holland	Marlboro	Velden	Johnson				
5	Peter Thorneywork	ON	G.B.		Cougar	Johnson				
6	Wilf Gregory	ON	G.B.		Burgess	Johnson				
7	Steve Pinson	ON	G.B.	M.S.T.	Marine Sales Taunton	Johnson				
8	Martin & Steve Dennison	ON	G.B.	Slippery Sam	Molinari	Mercury				
9	Jeff Edwards	ON	G.B.	Marine Sales Taunton	Marine Sales Taunton	Johnson				
10	Tom Percival	ON	G.B.	John Player Special	Molinari	Mercury				
11	Jim Peveerelle	ON	G.B.	Aquarius	Peveerelle	Mercury				
12	John Millward	ON	G.B.	Pip-i-Nic	Peveerelle	Johnson				
13	Peter Inward	ON	G.B.	Incisor	Miles	Mercury				
14	Jackie Wilson	ON	G.B.			Cosworth				
15	Bill Brown	ON	G.B.	Carlsberg	B.B.D.	Cosworth				
16	Renato Molinari	ON	Italy		Molinari	Mercury				
17	Birger Halsaa	ON	Norway	Sexynari	Noddeland	Mercury				
18	Tony Fahey	ON	G.B.		Cougar	Evinrude				
19	Jeff Briggs	OZ	U.S.A.		Scotti	Evinrude				
20	Alf Bullen	OZ	G.B.	Coventry	D.B. Boats	Johnson				
21	Andre Dierckx	OZ	Belgium	Dannemann	Cougar	Evinrude				
22	Hans Pelster	OZ	Holland	Dannemann	Cougar	Evinrude				

Formula II (850 c.c. - 1,500 c.c.)

No.	Driver	Class	Club	Boat Name	Boat Make	Motor	Distance Covered			Position
							Day 1	Day 2	Total	
24	Fred Oram	OI	G.B.	25 Off	Van der Velden	Mercury				
25	Bert Kynaston	OI	G.B.	25 Off Too	Cougar	Mercury				
28	Gordon McIver	OI	G.B.	Typhoon	Miles	Mercury				
31	Cor Krouwel	OE	Holland		Burgess	Johnson				
32	John Hill	OE	G.B.	Strongbow	Molinari	Mercury				
33	Tony Williams	OE	G.B.	Miss Olympus	Molinari	Mercury				
34	Andrew Bullen	OE	G.B.	Coventry	D.B. Boats	Johnson				
35	Roger Jenkins	OE	G.B.	Vladivar	Burgess	Johnson				
36	Stuart Stripp	OE	G.B.	George Bell Marine	Burgess	Mercury				
37	Dan McCooke	OE	N.Ireland	The Carver	Clerici	Mercury				
38	Albert Hoy	OE	N.Ireland		Burgess	Mercury				
39	Tommy Reid	OE	N.Ireland		Burgess	Mercury				
40	Nick Cripps	OE	G.B.	Yardley Black Label	Cougar	Johnson				

Formula III Sport (700 c.c. - 850 c.c.)

No.	Driver	Class	Club	Boat Name	Boat Make	Motor	Distance Covered			Position
							Day 1	Day 2	Total	
42	Jim Cunliffe	SE	G.B.	Saramanda	Burgess	Johnson				
43	Bill Marshall	SE	G.B.	Royal Oak	Barracuda	Johnson				
44	Peter Faithfull	SE	G.B.		Barracuda	Johnson				
45	George Higgins	SE	G.B.	Exe-Elle V	Barracuda	Mercury				
46	Jon Knights	SE	G.B.		Burgess	Mercury				
47	Brian Grimshaw	SE	G.B.	Grimshaw Racing	Barracuda	Johnson				
48	Robin Torrance	SE	G.B.	SAAB	Barracuda	Johnson				
49	John Cook & Clive Wall	SE	G.B.	R.J. Cook Racing	Burgess	Evinrude				
50	Clive Wall & John Cook	SE	G.B.	R.J. Cook Racing	Burgess	Evinrude				
51	Martin Henderson	SE	G.B.	Henderson Home	Barracuda	Johnson				
52	Ken Deller	SE	G.B.		Barracuda	Mercury				
53	Martin Willy	SE	G.B.	Mister Hair	Burgess	Johnson				
54	Derrick Tilke	SE	G.B.	George Bell Marine	Burgess	Mercury				
55	Tony Williams	SE	G.B.	Miss Olympus II	Barracuda	Mercury				
56	Roger Jenkins	SE	G.B.	Vladivar	Burgess	Johnson				
57	Peter Allard	SE	G.B.	S.A.C. Microfilm	Burgess	Mercury				
58	Mike McCallagh	SE	G.B.		Barracuda	Johnson				
59	Pelle Larsson	SD	Sweden		Barracuda	V-Penta				
60	Kurt Jansson	SD	Sweden		Fugitive	V-Penta				
61	Bob Andrews	SD	G.B.	R.M.H. Stainless		Crescent				
62	Tony Rowe	SD	G.B.	Exe Marina	Barracuda	Johnson				
63	Dave Hutchings	SD	G.B.	U.F.O. III	Barracuda	V-Penta				
64	Martin Clayton	SD	G.B.	Silver Dollar II	Clayton	Johnson				

COMPETITORS

Formula IIIIn (550 c.c. - 850 c.c.)

No.	Driver	Class	Club	Boat Name	Boat Make	Motor	Distance Covered			Position
							Day 1	Day 2	Total	
65	Tony Covill	NF	Cotswold	Lord Wombolts	Bristol	Johnson				
66	Richard Dewhurst	NF	Lancs.	Rondetto	Morelli	Johnson				
67	Ken Davey	NF	Lancs.	The Shark	Morelli	Mercury				
68	Robert Deacon	NF	Cotswold	Cobblers Two	Dudley	Johnson				
69	Stefan Jung	NF	Cotswold	Blitz	Bristol	Mercury				
70	Brian Timson	NE	Cotswold	Volvo-Blue	Bristol	V-Penta				
71	David Harper	NF	Lancs.	Oldenburg Wolf	Oldenburg	Mercury				
72	Arthur Holley	NF	London	Iver-Con-Iver	Bristol	Mercury				
73	Harry Coward	NE	Lancs.			Mercury				
74	Tony Stewart	NE	Howth.	Band-IT	Morelli	Mercury				
75	Stuart Williams	NE	Lancs.	Chinthe	Williams Levi	Mercury				
76	Robert Mathias	NE	Teify.	Blackwitch	Williams	Johnson				
77	Stephen Riley	NE	Lancs.	Trembler	Bristol	Mercury				
78	Graham Bateman	NE	Cotswold	Con-Cargo	Bateman	Mercury				
79	David Sheppard	NE	Cotswold	S.A.C.	Bristol	Mercury				
80	Mick Chick	NE	London	The Entertainer	Bristol	Mercury				
81	Bob Goodfellow	NE	Chasewater	APPI	Bristol	Mercury				
82	David Williams	NE	Teify.	Chariot of God	Ynys Marine	Johnson				
83	Roger Hedge	NE	Chasewater	R.M.H.I.	Bristol	Crescent				
84	Michael Stansfield	NE	Cotswold	Spirit of Venus	Bateman	Mercury				
85	Ray Bailey	NE	Cotswold	Pegasus	Bristol	Mercury				
86	Bella Covill	NE	Cotswold	Lady Wombolts	Bristol	Johnson				
87	Randy Morton	NE	Sandy Bay		Bristol	Mercury				
88	James Herron	NE	Sandy Bay		Bristol	V-Penta				
89	Dave Shearman	NE	S. Devon	La Velocita	Bristol	Mercury				
90	Bob Williams	NE	S. Devon	Georgie Girl IV	Levi	Mercury				
91	Tom Cudmore	NE	Cotswold	2 L 2 U	Bristol	Mercury				
92	Dave Bewick	NE	Essex	Ere-wee-go	Bristol	Mercury				
93	John Todd	NF	London	The Sting	Bristol	Carniti				

Formula 01 European Sprint Championship

No.	Driver	Country	Boat Name	Boat Make	Motor
23	Andre Dierckx	Belgium	Dannemann	Cougar	Evinrude
24	Fred Oram & Bert Kynaston	G.B.	25 Off	Van der Velden	Mercury
25	Bert Kynaston & Fred Oram	G.B.	25 Off Too	Cougar	Mercury
26	Hugh Massy	Eire	Duckhams	Miles	Mercury
27	Hans Pelster	Holland	Dannemann	Cougar	Evinrude
28	Gordon McIver	G.B.	Typhoon	Miles	Mercury
29	John Hill	G.B.	Strongbow	Burgess	Mercury

Results

BOAT No.	Points scored				Total Best 3 out of 4	Final Position
	Heat 1	Heat 2	Heat 3	Heat 4		
23						
24						
25						
26						
27						
28						
29						